	FORM 124 USE PREVIOUS 5-43 Spill Approved For Release 2002/40/253 1916-R083AB80836			MFG. 1-65			
	*** ** ** ** ** ** ** *** *** *** ***	se zoozigekojikab-K	KRAYBA0830	100	100040118-9 R(DUTING	
	DATE			1	MO	9	143
	CARS III.	SECRET		2	//	10	
	-th			3	TOG	12	
				5	00	13	
	70 s			6	0014	14	
	, 10			7	CC	15	
1	FROM 8			8	72	16	
					The separation of the control of the separate	alesta parece está la proper e e	and the second s
	ACTIONs						
:	INFO *				No see the same state of the party sections and the same		TO MAKE WINDOWS OF THE STATE OF
	100 3						* * * * * * * * * * * * * * * * * * * *
						9.0	
	The Administration of the Control of						
	IN 63882		OSA	1-	20	54	
	TO IN	NFO			CITE		
25X1	S E C R E T 281910Z C	SITE					
	TMMDD FA TD						0EV4
	IMMEDIATE						25X1
	IDEALIST						
	The saffing of the saffing states						
25X1	REF: (A)						
		' 1					
25X1	(B)	J					
	1 THE DECEPTED	TION OF PATHER	IN REE A	APPE	TARS TYPE	CAL OF	A DISC

- 1. THE DESCRIPTION OF FAILURE IN REF A APPEARS TYPICAL OF A DISC FAILURE RESULTING FROM OVER TEMPERATURE WITH RESULTANT FIRST STAGE BLADE SHINGLING AND SUBSEQUENT RIM SEPARATION AT THE FIR TREES. FROM THE DESCRIPTION WE BELIEVE IT TO BE THE SAME TYPE FAILURE THAT OCCURRED ON 515 APRIL 1965. ON 515 IT WAS DETERMINED THAT A GROUND START IN EMERGENCY THROTTLE POSITION HAD INADVERTENTLY OCCURRED 40 HOURS PRIOR TO FAILURE. WE ARE CONVINCED THAT THIS WAS CAUSATIVE TO THE ULTIMATE FAILURE. WE RECOMMEND A HARD SEARCH BY THE TEAM FOR A SIMILAR INCIDENT AND ALSO LOOK FOR DETERIORATION OF STARTER CART OR ALTERNATE DEPLOYMENT START EQUIPMENT.
- 2. WE WOULD LIKE TO SET THE RECORD CLEAR ON THIS TYPE FAILURE.

 THERE ARE NO RECORDED FAILURES OF THIS NATURE ON COMMERCIAL J75 WITH

 THE SAME P/N DISC. THERE IS NO RECORDED FAILURE OF THIS NATURE ON THE

Approved For Release 2002/90/25^C: CIA-RDP74B00834R000 COPY NO.

Approved For Release 2002/10/25 : CIA-RDP74B00836R099100040118-6

~	***	_	•	•	~
S	E	С	R	E	T
J	4	•	- 11	Ľ.	

25X1	PAGE TWO CITE	IN 63882

J75-P17 IN THE F106 AIRCRAFT WITH THE SAME P/N DISC. THERE HAS BEEN AND CONTINUES TO BE A RECORD OF FAILURES ON THE J75-P19W IN THE F105 AIRCRAFT ON THE SAME P/N DISC. THERE HAVE BEEN DEFINITELY ATTRIBUTED TO HOT/HUNG STARTS WITH THE CLDER STU 12 CARTRIDGE STARTER WITH LOW STARTER TORQUE. MORE RECENTLY IN VIETNAM THERE HAVE BEEN FAILURES ATTRIBUTED TO EXCESSIVE DISC RIM TEMPERATURES CAUSED BY DETERIORATED AND UPTRIMMED ENGINES RELATED TO COMBAT CONDITIONS. WE DO NOT BELIEVE THE LATTER TO BE INVOLVED IN THIS CASE.

- 3. WE DO NOT CONCUR WITH THE GROUNDING RECOMMENDATION IN REF A AND THE GROUNDING ORDER IN REF B. WE BELIEVE THAT THE TWO FAILURES OF THIS NATURE OCCURRING ON THE P17 CONVERTED ENGINES IS COINCIDENCE, AND WE KNOW OF NO REASON TO SINGLE OUT THE P17 DISCS AS SUSPECT.
- 4. WE CONCUR WITH THE 15 HOUR CHECK LIMIT FOR 3RD STAGE BLADE SHINGLING ON ALL ENGINES UNTIL NEW P/N 504301 DISCS ARE RETROFITIED.
- 5. NEW P/N 504301 DISCS, PROCUREMENT OF WHICH WAS INITIATED AFTER
 THE INCIDENT OF 515, HAVE JUST BEGUN TO BE AVAILABLE. WORKING
 ON RETROFIT PROGRAM. P611111 WILL BE FIRST ENGINE SHIPPED WITH NEW
 25X1

S E C R F T TOR 2819572 JUNE 66